THAT JUBILEE.

The Doings of the Third Great Day-Boston Overwhelmed with Noise and Mad with En-

[In consequence of unusual delays in the mails, the following letter, which should have appeared in our columns yesterday, did not reach the city until last evening .- ED. EVE. TEL.] From Our Oion Correspondent.

Boston, June 17. Crowded as was yesterday's concert at the Coliseum, it was nothing compared to the almost incalculable mass of human beings assembled there to-day. It is estimated that to-day's assembly numbered fully 50,000, and I should say this is rather under than overrated. In fact, so great was the rush that shortly after 3 o'clock it became necessary to close the doors and refuse admittance to all comers after that time. I have been informed that the receipts of yesterday, exclusive of season tickets, were \$72,000. If so (and I do not doubt it, by any means), to-day's receipts must have been over \$100,000.

There were fully ten thousand people refused admittance, even with tickets. In short, so crowded was the Collseum that, to use a popular expression, you could not drop a pin. The heat in the galleries was almost insupportable, although the building is excellently ventilated. Many ladies fainted, and it was with the utmost exertions that they could be removed from the building through the colossal mass of human

This throng of to-day was partly owing to its being a holiday, the auniversary of the Battle of Bunker Hill, and partly because the programme was a popular one, made up chiefly of such pieces as are well known to everybody who has music in his soul. I append you the programme for perusal:-THIRD DAY'S CONCERT OF THE NATIONAL PEACE JUSILEE.

THIRD DAX'S CONCERT OF THE NATIONAL PEACE JUBILEE.

PART 1.

1. Overture, "Fra Diavole". Aube
Arranged for Orchestra of One Thousand Performers
Fifty Trumpeters performing the solo part.
2. Choral, "Justgment Hymn". Luther
Chorus, Organ, and Orchestra.
3. Grand March, "Peace Pestival". Janotia
Composed for this occasion, and arranged for Grand Orchestra and Military Band combined.
4. Aria, Robert, tot que fuitary Band combined.
5. Scena, from "Il Trovatore," introducing the Anvil Chorus. Werdi
With Chorus, Band of One Thousand, One Hundred Anvils, several Drum Corps, Artificry, Bells, etc. The Anvil part will be performed by One Hundred Members of the Boston Fire Department.
6. Overture Triomphale on the American National Air,
"Hail Celambia". C. G. Converse
Introducing the Full Chorus, accompanied by the Orchestra, Military Band, and other accompaniments.

PART 1.

4. The Harp that Once Thro' Tara's Hails Moore Arranged for Full Chorus, Grand Orchestra, Military Band and Organ,
5. Overture, "Stradella" Flotow Reed Band of Five Hundred Performers.
6. Choral, One Hundredth Psalm. ... Ohorus, Organ, Orchestra, Military Band, etc.
Mr. Gilmore was the conductor for the day,

and it is but just to say that he performed his task exceedingly well. His appearance in the orchestra was the signal for considerable enthu-

The overture to Fra Diavolo, which opened the day's programme, was played gloriously; the opening drum solo was beaten by about thirty drummers, while the fifty trumpeters performed the solo in the beginning of the allegro admirably, especially the second time. Enthusiastic applause was bestowed upon the performers of the overture.

Luther's "Judgment Hymn" received ample

Luther's "Judgment Hymn" received ample justice from the hands, or rather the lungs, of the chorus. "The Grand Peace March." composed for this occasion (and we hope played for this occasion only) by Signor Janotta, is exceedingly trashy. It is a poor, we may safely say a very poor, imitation of Meyerbeer's "Coronation March," from The Prophet, and though it was well enough played by the orchestra and hand well enough played by the orchestra and band, numbering some cleven hundred performers, failed to make any impression whatever. "Let be oblived to bea trashy compositions. In the original programme for the festival it was stated that this march was to be written by some European composer; why Signor Janotta was selected we cannot conceive Where were Messrs. Eichberg, Koppitz, G. F. Bristow, Fairlamb, and others too numerous to

"Robert, toi que j'aime," gave Madame Parepa Rosa a fine opportunity to display her wonderful voice-in short, the only voice that could have been found in America to fill this vast edi fice. The accompaniment, though well played by a small orchestra, suffered somewhat from the want of one or two harps, for which Meyer-beer had written it originally. Madame Rosa's effort was warmly applauded.

Then followed Verdi's "Anvil Chorus," given as [before, with chorus, orchestra, anvils, and cannon. The effect was tremendous, as it always is, and an encore was demanded and promptly given. So great is the desire to hear this popular piece and the national air, "The Star-Spangled Banner," that it has been resolved to introduce these two morceaux into every programme. "Vox populi, vox mundi."

Converse's "Overture Triomphale," on "Hail Columbia," was next on the programme. Its construction shows a clever musician, and we consider the overture a fine work, though some parts it is rather draggy. It opens with an andante in common time, changing to 6-4; this is followed by an allegro alla breve, in which some of the modulations are rather queer. A short poco meno follows, and then the chorus sings "Hail Columbia," with artillery accompaniment. With this the work ought to close, for this part is really immensely effective. But the composer has added a kind of coda, which rather lessens the effect of it. The overture created a marked impression, and received con-

siderable applause. The second part opened with Bilse's "Grand March," played by the full band. It was well given, though the tempo was too slow.

Then followed the "Star-Spangled Banner,"

Mme. Parepa-Rosa singing the solo after the first sixteen bars. In the last verse Mme. Parepa-Rosa held out a long B tlat (in which key the air was sung), and it was truly wonderful how the note was heard above the chorus of 10,000, the band of 1100, the organ and the cannon. The effect was electrifying; the audience cheered and insisted upon a repetition,

which was given.

Mr. Arbuckle next played a trumpet solo inely. He has good tone, and plays with con-

siderable expression. "The Harp that Once Through Tara's Halls' was next sung by the full chorus very nicely.

Flotow's overture to Stradella was then per formed by a reed band of 500, and but for unruly piccolos and E flat clarionettes, was well given, and received a good share of applause. The concert then concluded with the One Hundredth Psalm, given by chorus, organ, orchestra,

and cannon with great effect.

To-morrow we are to have another classica programme, and on Saturday the festival will close with a concert by the children of the pub-

He schools. The nearer the Festival approaches its close, ne greater seems to become the anxiety of the people to attend; and great crowds may be exsected at to morrow's and Saturday's concert. The ball this evening promises also to be a grand success, as a great number of tickets have sold for it. The interior decorations of the building are to be increased for this occasion. To-morrow evening Manager Field, of the Bos ton Museum, will give a performance at that place, complimentary to the press now repre-sented here, on which occasion Mr. William Warren will appear in A Victim of Circumstances and Sweethearts and Wives, which will be attended, amongst others, by

- Blondin has been divorced. -Bismark is expected in London. Lotta is going to the Golden Gate. -Nasby lectured \$30,000 into his pockets last -Reverdy has reverted to the Baltimore Supreme BUSICAL AND DEAMATIC.

The City Amusements.

At the Walnut Mr. Charles Walcot will have a benefit this evening, when the drama of the Picket-of-Leave Man will be given, with Mr. Everly as "Robert Briefly," and Mr. Walcot as "Hawkshaw." The performance will conclude with Robert Mecaire, in which Mr. Barton Hill will appear as "Robert Mecaire" and Mr. Walcot as "Jacques Strop." Mr. Wolcot is an excellent actor, and we hope that his benefit will attract a crowded house. On Monday Arrahms-Fague will be produced.

Force will be produced.
At the Theater Comfore Miss Susan Galton will appear for the last time this afternoon and evening. At the matinee "66" will be given, and in the evening A Marriage by Lanterns and Lischen and Fritzchen. Between these pieces Miss Galton will sing "The Star-Spangled Banner."

At the American attractive, variety entertainments will be given this afternoon and evening.

NEWS SUMMARY.

City Affairs. -Examiners Messick and Batturs consumed several hours yesterday in taking testimony in

the contested election case. —At a meeting of the employing plumbers held last evening, the following was adopted:— Resolved, That on and after July I, 1869, we will not buy any materials from any dealers that sell to parties not engaged in the plumbing busi-

-Francis M. Morgan, residing at No. 2035 Summer street, was drowned yesterday in the Schuylkill at Fairmount. The Coroner was

—Joseph N. Peirsol, Esq., City Treasurer, has received a circular in reference to the paying of pensions, from R. W. Mackey, State Treasurer, stating he has reason to believe that fraud is being perpetrated on the Treasury Department in the payment of "pensions to the soldiers of the war of 1812." He calls the attention of Mr. Peirsol to the act of 24th March, 1868, which provides that application shall be attested an-nually by affidavit, and asks his co-operation to prevent frauds, by insisting upon strict compli-ance with all the provisions of the law. The act referred to provides "that the affidavit required shall be made before the Court of Common Pleas of the county in which the applicant for pension shall reside at the time of making his or her application, which affidavit shall be attested by the Prothonotary or clerk of the Court, with the seal of the Court attached, or in the event of the applicant being too sick or infirm to make application to such Court, the affidavit may be made before an alderman or justice of the peace, which affidavit shall be supported by two respectable citizens, under oath or affirmation, stating such sickness or infirmity." The act further provides "that every application for either a gratuity or annuity under the provisions of the act shall be attested, annually, by an affidavit as aforesaid, and the application of any person shall be endorsed as meritorious by one of the judges of the Court before which the affidavit required by the act shall be made.

Domestic Affairs.

-Gold closed yesterday at 1361/2. -President Grant was in New York yester-

day, —The Naval Practice Squadron is at Fortress -Vice-President Colfax went to Pittsfield,

Mass., yesterday.

—Miss Minnie Warren was yesterday married to Commodore Nutt at Bridgeport.

—A further reduction in the clerical force of

—A Interfection in the clerket of the Treasury Department is being made.

—John F. Darby & Co., bankers, of St. Louis, suspended business yesterday morning.

—Freight cars crossed the Missouri river, yesterday, opposite St. Louis, for the first time. -Cars began running yesterday for the first time on the Atchison, Topeka, and Santa Fe

-Eighty thousand acres of the Pottawattomie reservations, in Kansas, have been sold to

—Senator Ramsey goes to France to arrange the basis of the Postal Convention with the United States.

—Mrs. Mary B. Madden, convicted of the mur-

der of her son-in-law, Obadiah Jones, in July last, is to be hanged in Boston.

—A rumor, somewhat doubtful, however, is being circulated, that Henry Keep, President of the Northwestern Railroad, is dead.

—Minister McMahon has not been heard from

by our State Department. It is reported that his despatches are intercepted by Lopez.

—William H. Smith has been appointed As-Revenue Assessor, and Smith Gauger for the Fourth Pennsylvania

-1t is rumored that an expeditionary force of fifteen hundred men from Philadelphia, were to leave New York for Cuba last night. The Junta deny it.

—The Bradley-Fisher imbroglio, in Washington, has been revived, Bradley bringing suit against Fisher for \$20,000 damages, sustained by being excluded from the court. The Commissioner of Internal Revenue has

decided that newspapers are not manufactured articles, within the meaning of the revised statute, but that editors and publishers must pay a tax as dealers. -Information has been received by the State

Department at Washington, of the formal pre-sentation of Minister Motley to Lord Clarendon. Mr. Motley has not yet been presented to the Queen, in consequence of her absence from

Foreign Affairs.

...The King of Denmark yesterday addressed a meeting of the Rifle Corps.

The debate in the House of Lords last night was animated and protracted, and without any

-In the Spanish Cortes yesterday, a proposi-tion was debated for the reduction by the Government of the public rentes. The English press of yesterday declare that, judging from the tone of the debates in the

House of Lords on the subject, disestablishment is a foregone conclusion. shore end of the French ocean cable was laid yesterday at Brest. The Great Eastern had not arrived at that port, but when she

does the submerging of the wire will go on.

Unarmored War Frigates.

Her Majesty's screw frigate Inconstant, 4066 ons, iron built, with an outer sheathing of wood, narmored, 1000 horse-power nominal, 16 guns is now lying at Portsmouth. She is a bold. handsome-looking frigate, with a bow as long and fine, proportionately to tonnage, as that of a racing cutter.

The necessity for swift ocean cruisers experienced in the United States Navy during the progress of the war between the North and the

south led to the design and construction of un-

armored vessels of war of which the Wampanoag

may be taken as the type of the class from an

American point of view, as the Inconstant repre sents the same description of vessel from a British point of view. As swift unarmored ocean cruisers, they are specially intended to destroy the mercantile marine of a hostile power, and to prevent, as far as may be possible, osses of a like character in their own mercan tile service. The great features of the designs both in America and in this country, consist, therefore, of extreme proportion and fineness of form with large engine-power, in order secure high speed under steam: large spread of canvas being also intended to be given in order to enable the ships to keep the sea under sail alone, and so lengthen the time during which the ship could keep in her bunkers a supply of coal for emergencies. The Americans were the first to adopt the principle of swift, unarmored ocean cruisers, and in the official and private notices of these ships published in America no secret was made of the fact that it was against the English merchant navy they were likely to prove specially ser-viceable in the event of war any time between the two countries—a conclusion we owe to the exploits of certain Confederate vessels during the struggle between the North and South. The power for mischief of such vessels in these when the speed of ships of war is necessarfly ruled to some extent by the weight of the defensive armor they carry, was so self-evident that our own naval authorities at once confessed

the importance of the new principle ad pted in the American navy, and the advantage of adding vessels to the English navy which could effectually compete with the Wampanoag and her consorts. In designing the Inconstant the chief points kept in view have necessarily been similar to those held by the American authorities—high speed under steam, large coal-carrying power, a large spread of canvas to enable her to keep the sea, and to insure manceuvring power under sail.

In addition, she was intended to carry an

In addition, she was intended to carry an armament greatly exceeding in power that of the American ships. It was also felt that since she was intended to keep the sea for a considerable time, the maintenance of her high speed necessitated the adoption of some efficient plan for the prevention of the fouling of her bull below the water-line and that this could be plan for the prevention of the fouling of her hull below the water-line, and that this could be best accomplished by covering her bottom with copper sheathing; at the same time, owing to the ship's great length, fineness of form, and great engine-power, her structural strength required that she should be built of iron. Hence it is that the Inconstant is an iron-built ship having an outer coating of wood planking. ship, having an outer coating of wood planking, and upon the latter the copper sheathing has been fastened, without fear of any galvanic action resulting. In her principal dimensions the Inconstant measures:—Length between per-pendiculars, 337 feet 4 inches; breadth, 51 feet 811/4 inches; mean draught of water, feet 3 inches; burden in tons, 4066; load of placement, 5550 tons. She is about two feet broader, and of 300 tons greater burden than the Companoosuc, the largest vessel of the American Wampanoag class, and her load displacement is also greater than that of the Pompanoosuc by about 1000 tons. She is a loftier ship out of the water than the American ships, as she will carry her main-deck guns 11 feet and 12 feet out of water, while the Wampanoag and her consort only carry their main-deck guns 7 feet and 8 feet clear of water. This must obviously give a great advantage to the Inconstant as regards the power of fighting guns in a seaway. Reverting here to the form of the Inconstant in connection with her estimated speed, it may be observed that she is not so fine in her lines as the Wampanoag, yet she is exceptionally fine for a ship of war; and that while in the Warrior the proportion of length to breadth does not exceed 6½ to 1, in the Inconstant it is nearly 6¾ to 1. As far as form and proportions are concerned, therefore, the condiions appear most favorable to the attainment by the Inconstant on her trials of a very high speed. The intended speed of the Inconstant is 5 knots per hour, and the engines manufactured by Messrs. John Penn and Son, are of such a character as to render the attainment of this high rate of speed almost a certainty. The engines are of 1000 horse-power nominal, and are identical in their arrangement with those of the Belle-rophon; and like those will indicate a power execidng 6000 horse. The Inconstant has been furnished with greater boiler power than the Bellerophon, and, considering that the latter yessel is nearly 40 feet shorter, 6 feet broader, has about 1700 tons greater displacement than the former, and has been driven at a speed exceeding 14 knots in a six hours' sea trial, it is but a fair assumption that the Inconstant, with her additional boiler power, will fully attain her esti-

mated speed of 15 knots.

The Wampanoag class were intended to attain about the same rate of speed, but in all instances, except that of the Wampanoag herself, they have failed to exceed thirteen knots. The Madawaska, a duplicate vessel to Wampanoag, and with duplicate boilers, only reached 12.7 knots; and the Chattanooga, a smaller vessel but with great engine power, only reached thir-

teen knots.
Mr. B. F. Isherwood, the Chief of the Bureau of Steam Engineering at Washington, in his reply addressed to Mr. Gideon Welles, the Secre-tary of the United States Navy, to Commodore Alden's report on the trial of the Wampanoag, draws attention to this loss of speed by the Madawaska and the Chattanooga as compared with the 12.7 knots per hour made by the first-named vessel, and distinctly asserts this loss was owing to the engines of the two vessels being on the direct action principle, while those of the Wampanoag were geared.

MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAO FOR PHILADELPHIA-THIS DAY.

CLEARED YESTERDAY.

Steamship Juniata, Hoxie, Havana and New Orleans, Philadelphia and Southern Mall Steamship Co.
Steamship Tonawanda, Jennings, Savannah, Philadelphia and Southern Mall Steamship Co.
Steamer Diamond State, Webb, Baltimore, A. Groves, Jr.
Steamer Mayflower, Fultz, New York, W. P. Clyde & Co.
Norw. brig Reidulph, Pedersen, Cork for orders, L. Westergaard & Co.
Schr Willie Mowe, Hilton, Cambridge, E. A. Souder & Co.
Schr Willie Mowe, Hilton, Cambridge, E. A. Souder & Co.
Schr Lottie, Taylor. Boston, David Cooper.
Tug Hudson, Nichols, Baltimore, and Chesapeake, Merribew, Delaware City, with tows of barges, W. P. Clyde & Co. ARRIVED YESTERDAY.

ARRIVED YESTERDAY.

Steamship Saxon, Sears, 48 hours from Boston, with mdse, and passengers to Henry Winsor & Co. Off the Capes, saw a ship bound in; below the Brandywine, brig Neva, bound up; below the Ledge Light, brig Itabia (Ital.), from Palermo; below Bombay Hook, brig Loch Lomond, from Steamer Black Diamond, Meredith, 24 hours from New York, with mdse, to W. M. Baird & Co.
Steamer W. Whilldin, Riggans, 13 hours from Baltimore, with mdse, to A. Groves, Jr.
Steamer Beverly, Pierce, 24 hours from New York, with mdse, to W. P. Clyde & Co.
Br. barque Mary Russell Mitford, Berry, 55 days from London, with mdse, to H. Karsten.
Br. barque Melbourne, Horton, 45 days from Liverpool, with mdse, to Peter Wright & Sons.
Brig Alice M. Putnam, Atwood, 10 days from Matanzas, with molasses to E. C. Knight & Co.—vessel to Warren & Gregg. with molasses to E. C. Knight & Co.—vessel to Warren & Gregg.

Br. brig Abstainer. Elderkin, 14 days from Calbarien, with molasses to S. & W. Welsh.

Schr Sallie, Scotten, 2 days from Sassafras river, Md., with grain to Christian & Co.

Schr R, S. Conner (new). Pardee, 1 day from Magnolia, Del., with grain to Jas. L. Bowley & Co.

Schr Glivia, Fox, 1 day from Odeas, Del., with grain to Jas. L. Bewley & Co.

Tugs Thomas Jefferson, Allen, from Baltimore, and Chesapeake, Merrihew, from Delaware City, with tows of barges to W. P. Glyde & Go.

Special Despatch to The Evening Telegraph.

HAYBE-DE-GRACE, June 19.—The following boats left here for Philadelphia this morning:—

Elizabeth Collins, with coal, for Wilmington.

Patterson & Lippincott, with lumber to Patterson & Lippincott.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLLETIN.

NEW YORK OFFICE, June 18.—But one boat leaves tonight, the N. G. Alverd, with rye, for Philadelphia.

BALTIMORE BRANCH OFFICE, June 18.—The following
barges leave in tow to-night, eastward:—
Harvest Moon: Goddess of Liberty; E. J. Vickery;
Myrtle: Cascadilla; and A. H. Griswold, all with coal for
New York.

Ellen; G. C. Gere; and Dido—the latter for Wilmington—left in addition to those reported yesterday. MEMORANDA. Steamship Pioneer, Barrett, hence, at Wilmington, N.

C., yesterday. Steamer Miliville, Renear, at New York 17th inst., from Miliville. Barque E. A. Souder, Payne, for New York soon, was at Autworp 3d inst.
Schr Alice G. Grace, Gilchrist, for Philadelphia, cleared at St. John, N. B., 16th inst.
Schr Richard Vaux, Whitaker, from Wilmington, N. C., at Boston 17th inst.
Schr Sarah Clark, Griffin, for Philadelphia, sailed from Noank 15th inst.
Schr Hannibal, Fox, hence for Bridgeport, at New York 17th inst. Schr Hannibal, Fox, hence for Bridgeport, at New York 17th Inst.
Schr C. S. Watson, Adams, from Bridgeport for Philadelphia, passed Hell Gate 17th inst.
Schr S. & E. Corson, Brown, cleared at Wilmington, N. C. 16th inst., for New York.
Schr Bee, Lloyd, sailed from Richmond 17th inst., for Philadelphia via Burwell's Bay.
Schrs Mary E. Corne, Facemire, and Searsville, Chase, for Philadelphia, sailed from Providence 18th inst.
Schrs Mary, Gilchrist, and Robert Palmer, hence, at Georgetown, S. C., 7th inst.
Schr John C. Henry, Dilks, for Philadelphia, cleared at Salem 8th inst.
Schr John C. Henry, Dilks, for Philadelphia, cleared at Salem 8th inst.
Schr Cyrus Fossett, Harding, from St. John, N. B., for Philadelphia, at Holmes' Hole P. M. 18th inst., and sailed again next morning. again next morning.
Schr Wm. Slater, Walls, from St. John, N. B., for Wilmington, Del., at Newport 15th inst.

mington, Del., at Newport lith inst.

NOTICE TO MARINERS.

The Italian Government has given notice that from the lith day of May, 1863, the following alteration would take place in the lights of the port of Naples.

1. The fixed and flashing white light situated on St. Vincent mole, in the military port, to a fixed and flashing red light, showing a flash every 20 seconds, visible at a distance of ten miles. Within the port the light will remain white.

2. The temporary green light on the extremity of the shave mole to a rod light, elevated forty six feet above the sea, visible two miles. Within the port the light will be white.

3. The red light on the extremity of St. Gennaro mole, in the mercantile port, to a green light elevated fifty-three feet above the sea, and which in clear weather will be seen from a distance of six miles. Within the port the light will, as before, appear white.

DRY GOODS.

POPULAR PRICES FOR DR & GOODS

RICKEY, SHARP & CO.,

No. 727 CHESNUT Street.

REDUCTION IN DRESS GOODS.

Poplinettes.

Japanese Silks.

Grey Goods for Suits.

Embroidered Grenadines.

Lawns.

Ginghams. Chintzes.

Ohocolate Colored Linens.

Chocolate Colored Percales. White Goods.

Mourning Goods.

RICKEY, SHARP & CO.,

NO. 727 CHESNUT STREET,

PHILADELPHIA. 49 tfrp DRICE & WOOD,

N. W. CORNER EIGHTH AND FILBERT.

WHITE GOODS! WHITE GOODS!

Plaid and Stripe Nainsook Muslins. Plaid Swiss Muslins and Plaid Organdies. Shirred Muslins and Tucked Muslins. Soft-finish Cambrics, Jaconets, Nainsooks, Vicoria Lawns. Swiss Muslins and India Twilled Long Cloths.

LINEN GOODS! LINEN GOODS!

Linen Towels, Napkins, and Doylies, Bleached and Unbleached Table Linens. Russia and American Crash, etc. Colored Tarletans for covering. Mosquito Bar Netting, by the piece or yard.

Piques, Piques, very cheap.

BLACK SHIKS! BLACK SILKS!

Black Gros Grain Silk, cheap. Cheap lot of mixed Dress Goods, 25, 37%, 45c. French Lawns, 25 cents a yard. Shirting Percales, yard wide, 25 cents a yard. Bargains in Ladies' and Gents' Hosiery and Gloves Gents' Summer Underwear, very cheap.

FANS!

FANS! FANS! Linen Fans, Japanese Fans, Autograph Fans, and Silk Fans. Hamburg Edgings and Insertings, etc. etc.

Magic Rufflings, Coventry Rufflings, and Marseilles Trimmings. PRICE & WOOD,

N. W. CORNER EIGHTH AND FILBERT. CEO. D. WISHAM.

No. 7 N. EIGHTH St., Is now prepared to offer one of the largest and best

selected stocks of DRESS GOODS

TO BE FOUND IN THE CITY, AND WILL BE SOLD AT THE LOWEST CASH PRICES.

NEW GOODS OPENING DAILY Black Silks! Black Silks!

BLACK TAFFETA, only \$1 50. BLACK GROS GRAIN, HEAVY, \$2.00. BLACK GROS GRAIN, WIDE, \$2.00. BLACK GROS GRAIN, RICH, \$2-25, \$2-50, \$2-75, \$3-00 \$3-50, \$4-00, \$4-50, \$5-00. FOR BARGAINS CALL AT

GEO. D. WISHAM'S

ONE PRICE STORE, No. 7 North EIGHTH Street. OUR MOTTO-SMALL PROFITS AND QUICK 4 15 thstu3mrp

COOPER & CONARD.

S. E. COR. NINTH AND MARKET STS.

Only to the end of this month for the low prices before rebuilding. Come now, while the stock is

EYRE & LANDELL,

FOURTH AND ARCH, HAVE REDUCED ALL SUMMER GOODS TO CLOSE THEM OUT.

LADIES PREPARING FOR THEIR SUMMER TOURS CAN BE SUITED IN DRY GOODS ADAPTED TO THEIR WANTS. BLACK LLAMA LACE POINTES.

EYRE & LANDELL, FOURTH AND ARCH STREETS.

EAVE THIS SEASON MADE LLAMA LACE POINTES
LEADING ARTICLE, AND NOW OFFER
THE BEST ASSORTMENT IN THE CITY,
LLAMA POINTES, FROM \$5 TO \$100.
LLAMA POINTES, WHOLESALE,
LLAMA LACE JACKETS,
FISCHUES, OLGAS, AND ROTONDES,
WHITES OF ALL GRADES,
4 3 stuthsm RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AN BALTIMORE RAILROAD.—TIME TABLE — Commencing MONOAY, May 10, 1802.—Trains will leave Depot corner Broad street and Washington avenue as follows.—
Way Mail Train at 830 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wimington for Urisheld and informediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington. Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Oastle.

Wilmington with train for New Castle.

Express Train at 400 P. M. (Sundays excepted), for Haltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestows, Porryville, Havro-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware Railroal for Harrington and Intermediate Stations.

Leave Wilmington 5 30 and 8:10 A. W. 1 30, 4 15. Leave Wilmington 6 89 and 8:10 A. M., 1 30, 4 15, Leave Wilmington 6 39 and 8:10 A. M., 1:30, 4:15, and 7:90 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington rons daily; all other Accommodation Trains Sundays excepted.

From Baltimere to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:36 P. M., Express; 7:26 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7 25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace,
Perryville, Charlestown, North-East, Elkton,
Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 20 P. M.

The 7 00 A M. Train will stop at all stations between Philadelphia and Lamokia.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1 00 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A. M., 9 25 A. M., and 4 20 P. M.

Trains leaving Wilmington at 6 30 A. M. and 4 15 P. M. will connect at Lamokin Junction with the 7 00 A. M. and 4 30 P. M. trains for Baltimore Central Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage cheeled at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

Company.

H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME. The trains of the Fennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot.

Sleeping-car Tickets can be had on application

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Philadelphia Express, 12 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.
Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-

cured and baggage delivered, by 5 P. M., at No. 116 TRAINS ARRIVE AT DEPOT, VIZ :-TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express. 3:10 A. M.
Philadelphia Express . 6:50 A. M.
Faoli Accommodat'n, 8:20 A. M., 3:40 and 6:20 P. M.
Erie Mail 9:35 A. M.
Fast Line 9:35 A. M.
Parkesburg Train 9:10 A. M.
Lancaster Train 12:30 P. M.
Erie Express 4:20 P. M.
Day Express 4:20 P. M. 4·20 P. M. 4·20 P. M.

Day Express 4 20 P. M.
Southern Express 6 40 P. M.
Harrisburg Accommodation 9 40 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent, F. VANLEER, JR., Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 115 MARKET Street, SAMUEL H. WALLACE, Ticket Agent at the Depot,

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa. NORTH PENNSYLVANIA RAILROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND
SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7-45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-

hannock.

At 9-45 A. M. (Express) for Bethlehem, Easton,
Allentown, Mauch Chunk, Wilkesbarre, Pittston,
Seranton, and New Jersey Central and Morris and
Easex Railroads.

At 1-45 P. M. (Express) for Bethlehem, Manch
Chunk, Wilkesbarre, Pittston, Scranton, and Ha-At 5"00 P.M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 6.45 and 10.45 A. M., and

11'30 P. M.
For Abington at 1'15, 3'15, 5'20, and 8 P. M.
For Lansdale at 6'20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union City Passenger Railways run to

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M. From Lansdale at 7.30 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent. ON SUNDAYS.

FOR CAPE MAY, VIA WEST JERSEY
RAILFOAL.—
Combeneing MONDAY, June 14, 1869.
LEAVE PHILABELPHIA, foot of Market street.
8-to A. M., morning mail, due at 12-13 M.
3-16 P. M., passenger, due at 7-20 P. M.
LEAVE CAPE MAY.
6 to A. M., merning mail, due at 10-07 A. M.
1-00 P. M., passenger, due at 5-37 P. M.
Commutation Tickets good for three or twelve months, can be procured of the Treasurer at Camden, N. J.

Coupon and Excursion Tickets for sale at Ticket Offices, No. 828 Chesnut street, and foot of Market Leaves Pi liadelphia at 7-16 A. M., returning leave Cape May at 5-10 P. M. Fare for excursion, \$3 (0.

AMUSEMENTS. WALNUT ST. THEATRE. BEGINS AT 8 .-THIS (Faterday) EVENING, June 18,
POWERFUL, COMBINATION,
BENEFIT OF MR. CHARLES WALGOT.
The fellowing people artists have volunteered:
Mr. BARTON HILL. as. Robert Macaire
Mr. A. EVERLLY AS. Robert Macaire
Tom Taylor's thrilling Drams of
THE TICKET OF J.BAVE MAN.
To conclude with the comic Drams of
MONDAY EVENING, June 21,
will be presented the Romantic, Thrilling Irish, Drams,
by Dion Bencicault, entitled
ARAH.NA.POGUE.

THEATRE COMIQUE, SEVENTH STREET, THEATRE COMMIQUE, SEVENTH STREET,
helow Arch. Commences at 8 o'clock
THREE OPERAS, MISS SUSAN GALTON IN ALL.
FAREWELL DAY AND NIGHT OF
AND MISS SUSAN GALTON
And Counic English Opera Company,
At the Matineo, "86," "96," "96,"
At Night—A MARRIAGE BY LANTERNS.
After which Miss Susan Galton will sing "The StarSpangled Banner," concluding with
LISCHEN AND FRITZOHEN.

JOHN DREW'S ARCH STREET

MRS. JOHN DREWS ARCH STREET
THEATRE. Beeins at 80 clock.

LAST THREE NIGHTS OF THE SEASON.

MRS. JOHN DREW AND COMPANY.

WEDNESDAY. THURSDAY. AND FRIDAY.

ALL THAT GLITTERS IS NOT GOLD.

BY MRS. JOHN DREW AND OOMPANY.

After which, Shakespeare's comedy.

KATHERINE AND PETRUCHIO.

SATHERINE AND PETRUCHIO.

SATHERINE AND PETRUCHIO.

STREET OF THE SEASON HILL

In preparation—HUMPTY DUMPTY.

FOX'S AMERICAN THEATRE,
WALNUT Street, above Eighth.
The return of Gas Williams. Continued Engagement of the Dashwoods. First week of the new ballet, THE FISHERMAN OF NAPLES. New attraction by the Stars, Every Evening and Saturday Afternoon. VALER'S (LATE MILLER'S) WINTER ALERS (LATE MILLERS) WINTER GARDEN Nos. 720, 722, 734, and 736 VINE Street. THE GRAND ORCHESTRION, formorly the property of the GRAND DUKE OF BADEN, purchased at great expense by JACOB VALER, of this city, in combination with FLAMER'S ORCHESTRA and Miss NELLIE ANDERSON, will perform EVERY AFTERNOON and EVENING at the above-mentioned place. Admission from

UFFOLK PARK TUESDAY,

JUNE 22,

6 18 2t

Match for \$500; mile heats, \$ in 5, to harness.

Good day and track.

J. Levitt names b. m. ROSE. Wm. H. Doble names s. g. JOHN.

WM. H. DOBLE, Proprietor. DOINT BREEZE PARK.

JUNE 21. PURSE AND STAKE, \$500.

Three in five to harness. Good Day and Track. P. DALEY, s. b. HARRY D. J. SORAT, g. h. IRONSIDES. D. BODINE, VICTOR PATCHEN. Entrance \$1.

Members' privileges suspended.

HOSIERY GOODS. WILLIAM HOFMANN,

Dealer in Hosiery Goods,

No. 9 N. EIGHTH Street, Philadelphia,

Offers for sale a large assertment of Hosiery, for Ladies', Gents', an Children's wear; Socks, threequarter Socks, and Long Hose, of English and German manufacture,

UNDERWEAR

Of Cartwright Warner's manufacture, acknowledged to be the bes unported. Also, the Norfolk and New Brunswick, acknowledged to be the bes of American Goods. These Goods in all sizes, for

> Spring and Summer Wear. DRUGS, PAINTS, ETO.

ROBERT SHOEMAKER & CO., N. E Corner FOURTH and RACE Sts. PHILADELPHIA. WHOLESALE DRUCCISTS,

Importers and Manufacturers of White Lead and Colored Paints, Putty

Varnishes, Etc. AGENTS FOR THE CELEBRATED FRENCH ZINO PAINTS: Dealers and consumers supplied at lowest prices

ICE CREAM AND WATER ICE.

THE NEAPOLITAN ICE CREAM AND WATER ICES.

THE PUREST AND BEST IN THE WORLD. T This celebrated Brick Ice Cream and Water Ice can be carried in a paper to any part of the city, as you ould candy. Fifteen or twenty different kinds of them are kep constantly on hand, and ONE HUNDRED DIFFERENT FLAVORS can be made to order for those who desire to have something never before seen in the United States, and superior to any Ice Cream made in Europe.

Principal Depot—No. 1234 WALNUT Street.
Branch Store—No. 1020 SPRING GARDEN Street.
519

GROCERIES AND PROVISIONS. MICHAEL MEAGHER & CO No. 223 South SIXTEENTH Street,

Wholesale and Retail Dealers in OYSTERS, AND SAND CLAMS, TERRAPINS \$16 PER DOZEN. 235

REFRIGERATORS.

REFRIGERATORS & WATER-COOLERS inished in the best manuer, and lower than elsewhere J. W. WEYMFR,
No. & N. SIXTH Street,
65 Im

BOARDING. AT NO. 1131 GIRARD STREET MAY BE obtained furnished and unfurnished rooms for lodg-ng. Board also, if desired.

ACRIOULTURAL. PHILADELPHIA RASPBERRY, JUCUN-DA, Agriculturist, and other Strawberry; Lawton Shokberry Plants; Hartford, Concord, and other Grape Vines. For sale by T. S. & O. E. FLISTOHER, Delanco, N. J. DEAFNESS. EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandill's Patent Crutches, superior to any others in use, at P. MADKIRA'S, No. 116 South TENTH Street, below

LEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES

No. 27 NORTH WATER STREET, 2 226
ALEXANDER G. CATFELL. FLUAR GATTELL.